

U. S. Department of  
Homeland Security

United States  
Coast Guard



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**DEPARTMENT OF HOMELAND SECURITY**

**U. S. COAST GUARD**

**STATEMENT OF**

**ADMIRAL THOMAS H. COLLINS**

**ON THE**

**INTERIM FINAL REGULATIONS ON PORT SECURITY**

**BEFORE THE**

**SUBCOMMITTEE ON COAST GUARD AND MARITIME TRANSPORTATION**

**COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE**

**U.S. HOUSE OF REPRESENTATIVES**

**July 22, 2003**



## **Admiral Thomas H. Collins** **Commandant** **United States Coast Guard**



Admiral Thomas H. Collins assumed the duties of Commandant of the U.S. Coast Guard on May 30th, 2002. His leadership priorities are readiness, people and stewardship. He is personally committed to making effective use of emerging technologies and developing innovative methods to improve Coast Guard mission performance.

Prior to becoming Commandant, he served as the Coast Guard's Vice Commandant from 2000 - 2002 where he created the Innovation Council, spearheaded service-wide process improvement initiatives and directed system enhancements as the Coast Guard Acquisition Executive. From 1998 - 2000 he served as Commander, Pacific Area and Eleventh Coast Guard



District, where he developed the successful Coast Guard response to the increase in illegal drug and migrant smuggling traffic in the Eastern Pacific. His other flag assignments include serving as Commander, Fourteenth Coast Guard District in Honolulu, HI and Chief, Office of Acquisition at Coast Guard Headquarters where he managed the acquisition of twelve major systems worth nearly \$3 billion and laid the foundation for the Integrated Deepwater System project, which will modernize the ships, aircraft and sensors that the Coast Guard uses to perform its many open ocean missions.

Prior to his promotion to Flag Officer in 1994, he served as the Chief, Programs Division at Coast Guard Headquarters, and then the Coast Guard's Deputy Chief of Staff.

Admiral Collins began his Coast Guard career as a deck watch officer and first lieutenant aboard the cutter VIGILANT. Following that assignment, he served a two-year tour as Commanding Officer of the cutter CAPE MORGAN, a patrol boat homeported in Charleston, SC. His shore operational assignments include Deputy Commander, Group St. Petersburg, FL, and Commander of Coast Guard Group and Captain of the Port, Long Island Sound, in New Haven, CT.

Admiral Collins graduated from the Coast Guard Academy in 1968 and later served as a faculty member within the Humanities Department. He earned a Master of Arts degree in Liberal Studies from Wesleyan University and a Master of Business Administration from the University of New Haven.

The Admiral is the recipient of the Coast Guard Distinguished Service Medal, the Legion of Merit (three awards), the Meritorious Service Medal (two awards), and the Coast Guard Commendation Medal (three awards).

A native of Stoughton, MA, Admiral Collins is married to the former Nancy Monahan of New London, CT. They have two daughters, Christine and Kathryn.



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Good Morning Mr. Chairman and distinguished members of the Committee. It is my pleasure to return and discuss the Coast Guard's progress in implementing the Maritime Transportation Security Act of 2002 (MTSA), one of the most significant pieces of legislation to impact the Coast Guard in the last decade.

As promised, the Coast Guard published a suite of regulations on July 1, 2003 to implement the requirements of the MTSA. These regulations form an essential element of our national strategy to prevent terrorist attacks in the United States, to reduce our vulnerability to terrorism, and to minimize the damage and permit quick recovery from any attacks that might occur.

The six separate, but complementary rules will implement the core security elements of the MTSA as well as newly adopted international security standards. And while the foundation of our effort is based on the MTSA, it is critically important to recognize the value of having these rules integrated with the international maritime security regime established through the International Maritime Organization (IMO). Specifically, I speak of the adoption at IMO of maritime security-related amendments to the International Convention for the Safety of Life at Sea (SOLAS) and an International Ship and Port Facility Security (ISPS) Code. This approach helps minimize the potential for a proliferation of national, unilateral security requirements that could impair global maritime commerce, while at the same time ensuring that meaningful security measures are implemented, not just in the U.S., but also on a global scale. The result of this dedicated, multi-lateral effort is a team of over 100 international partners committed to worldwide maritime security.

The six security rules issued on July 1, 2003, are:

- General Provision of National Maritime Security
- Area Maritime Security
- Vessel Security
- Facility Security
- Outer Continental Shelf Facility Security
- Vessel Carriage Requirements for the Automatic Identification System

The rules were developed in coordination with our partners in DHS, specifically the Transportation Security Administration, and the Bureau of Customs and Border Protection, and the Maritime Administration. They are the product of a very

collaborative effort that began in January of this year when the Coast Guard held seven public meetings with our regulatory partners. These meetings were a critical part of the process and combined with the excellent public input we received to the docket, helped us address the security challenges of an industry with tremendous diversity.

The rules will require certain sectors of the maritime industry to take significant measures to increase the security of vessels, shore-side facilities and offshore facilities under U.S. jurisdiction. The regulations also require the installation of automatic identification systems on board certain vessels engaged in international trade, as well as certain vessels that transit through vessel traffic systems in the United States.

Among other requirements, the regulations compel regulated vessels and facilities to conduct security assessments, to develop detailed security plans to address vulnerabilities revealed by those assessments, and to establish security measures commensurate with the level and degree of risk within the marine transportation system. The regulations contain requirements for the designation and competency of security personnel, including standards for training, drills, and exercises. The regulations further designate Coast Guard Captains of the Port as local Federal Maritime Security Coordinators. In this role they are delegated authority to conduct area security assessments and develop area security plans for their respective areas of responsibility. This "family of plans" approach establishes a layered system of protection that involves all maritime stakeholders, and will be consistent with the National Transportation System Security Plan being developed by the Transportation Security Administration in coordination with the Information Analysis and Infrastructure Protection Directorate. The Coast Guard, as the lead maritime homeland security agency, has also begun developing a national maritime security strategy to be incorporated within the National Transportation Security Plan.

We estimate that the regulations will affect as many as 10,000 vessels, 5,000 facilities, 361 ports, and 40 offshore facilities. The cost to industry of implementation is estimated to be \$7 billion dollars over the next 10 years. While we clearly understand that the cost of these security regulations to the maritime industry is not insignificant, a terrorist incident against our marine transportation system would have a serious and long-lasting negative impact on global shipping, international trade, and the world economy. Our ports and waterways also have significant strategic military value. These factors make our marine transportation system a high priority target, and that is what these rules are designed to do. Failure is not an option.

While we work with industry to implement the new regulations, the Coast Guard will also continue to do our part to keep the nation's port secure through port security patrols, identification and screening of high-interest vessels, interdiction of illegal migrants, and maintenance of Maritime Security Zones.

The six security rules were issued as temporary interim rules to allow public input before they become final. The regulations give the public 30 days to comment on the rules. The Coast Guard will hold a public meeting here in Washington, DC, tomorrow, July 23, 2003, to receive comments on the interim rules. These comments will be evaluated and the Coast Guard plans to publish the final rules in October 2003, to take effect 30 days later - one year after the signing of the MTSA.

But even when these rules are finalized, our work will have just begun since the Coast Guard must work with the maritime industry to ensure that these rules are properly implemented. In addition to reviewing and approving thousands of vessel and facility security plans, the COTPs must verify that the plans have been implemented through compliance inspections. We are putting into place plans and contracts to address this surge in workload.

The Coast Guard will also expand our current comprehensive Port State Control Safety program to address these new security requirements on foreign vessels in our waters. While the international regime adopted at IMO will act as a force multiplier, we plan to closely examine these vessels to verify that they have approved vessel security plans that fully comply with SOLAS and the ISPS Code. To borrow a phrase from former President Ronald Reagan we will TRUST, BUT VERIFY the actions of our international partners in this maritime security effort.

Much has been done since the tragic events of September 11, 2001, and much is left to do. The six security regulations published on July 1, 2003, form an essential element of our national strategy to prevent terrorist attacks in the United States, to reduce our vulnerability to terrorism, and to minimize the damage and permit quick recovery from any attacks that might occur. I pledge that the Coast Guard will continue to work aggressively to complete this critical work for our nation.

Thank you for the opportunity to testify before you today. I am pleased to answer any questions you may have.